City of Seattle

Gregory J. Nickels, Mayor

Department of Planning and Development
Diane M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2404786
Proponent Name: Taine Wilton with Rolluda Architects for Morteza and Rebecca Safai
Address of Proposal: 9719 Greenwood Ave North

SUMMARY OF PROPOSED ACTION

Master Use Permit to establish use for future construction of a four-story building containing 1,500 sq.ft. of retail and 4 apartments at ground level with 14 apartments above. Parking to be provided for 22 vehicles in below grade.

The following approvals are required:

Design Review pursuant to Seattle Municipal Code (SMC) 23.41
Design Departure to lot coverage limits.

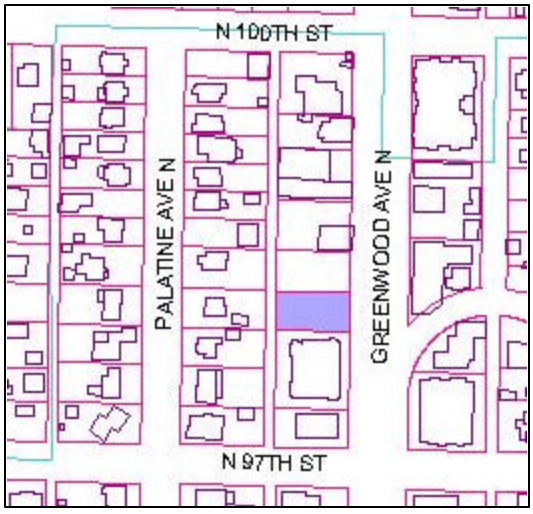
SEPA - Environmental Determination pursuant to SMC 25.05

SEPA DETERMINATION: [ ] Exempt [**X**] DNS [ ] MDNS [ ] EIS
[ ] DNS with conditions
[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

BACKGROUND & VICINITY INFORMATION:

The Proposal

The proponent has applied to redevelop a rectangular shaped site in the Northwest neighborhood. The site comprises approximately 6,722 square feet of lot area and is bounded by Greenwood Ave N on the east side of the lot, an alley to the west, and private properties north and south. The site is flat directly off of Greenwood and then slopes approximately 9 feet downward from the northeast corner to the southwest corner. The proposed four-story mixed-use structure will have the commercial spaces and apartments on the ground floor and additional apartments on the upper floors. Vehicle access is proposed from N 97th St via an existing alley to the west of the building where a



parking garage entrance will be located for 22 vehicles. The structure footprint will cover 97.5% including building area and exterior walks due to the underground parking area. The building will step down the hill to the south and west and have gable roofs consistent with residential structures in the vicinity. Multiple roof levels and modulated facades add visual interest. Windows are residential in scale for the dwelling units, and will be large, open, and inviting for the commercial spaces. The commercial spaces entrance will be located at the center of the building to accentuate the prominence of this use. Access to the residential units will be located at the northeast corner of the building. The existing site has no vegetation. The proposed project includes street upgrades to provide a landscaping planting strip to include street trees and visual interest for the pedestrian environment. Landscaping at the back of the building will soften the building at the alley junction. Landscaping will also be provided in containers on the upper roof decks. The alley to the west is currently semi-improved and will require improvements. Zoning for the site is Commercial 1 with a 40' height limit (C1-40,).

Adjacent Zoning, Neighboring Development and Uses

The adjacent zoning north and south of the development site is zoned C1.-40'. The neighborhood consists of one-story commercial buildings and three to four story apartment buildings. There are no sidewalks, curbs, gutters, and street trees in the planting strips. Vehicles appear to have taken precedent in the neighborhood and appear in the front setbacks of commercial buildings directly off the arterial with no street edge delineation. The adjacent 15-unit apartment building to the south typifies the 1970's boxy, flat roof construction prevalent in the area. The lot to the north is used as a parking lot for a vehicle repair shop located in the next tow adjoining lots. Further north there is a food bank and adjacent to that a lot that has just been sold and will soon be developed.

To the east at the north corner of the block is a newer mixed use building with condo's above and insurance offices at ground level. This development has provided street improvements, modulation of the front façade, interest at the pedestrian level with large windows, landscaping and banding in the rusticated base of the building. Also to the east is a one-story apartment building, a tavern, an antiques store, followed by more 1970's boxy apartments.

Across the alley to the west, the properties are zoned Single Family 5000 (SF5000). These houses tend to be one-story with partial height basements constructed in the 30's and 40's. All contain pitched rood design. All front Palatine with driveways and entry walks.

There are no landmarks that standout as exceptional character in the immediate neighborhood. To find street appeal one must follow Greenwood south to the intersection of N 85th St where older one-story buildings have been preserved and newer development has been sensitive to the pedestrian and Urban Village concept.

The area is characterized by strong north-south arterials, which connect the Greenlake area and beyond to the diagonal arterial of Holman Rd NW that connects to the Ballard area. Residential streets may or may not be through streets and consist predominantly of single-family structures with some multi-family. The area is well served by the metro bus system with Metro Route 5 running along the street and Metro Route 48 serves the area as well.

Public Comment, Design Review:

Two Design Review meetings were held on this proposal and included opportunities for public comments; an Early Design Guidance meeting was held on November 8, 2004 and the

Recommendation meeting on April 11, 2005. The public's comments focused on the siting of the structure, the bulk and scale of the structure, quality/quantity of landscaping and open space on site, location of street trees, and exterior materials and treatments that would be used on the structure.

ANALYSIS - DESIGN REVIEW

At the meetings noted above, the Design Review Board members provided siting and design guidance to be considered in the development of the site. In response to the Board's guidance and recommendations, the proponent applied for a Master Use Permit (MUP) on January 7, 2005.

DESIGN GUIDELINE PRIORITIES:

After visiting the site, considering the analysis of the site and context provided by the proponents, and hearing public comment, the Design Review Board members provided the siting and design guidance described below and identified by letter and number those siting and design guidelines found in the City of Seattle's *"Design Review: Guidelines for Multifamily & Commercial Buildings," November 1998,* of highest priority to this project.

Guideline Priorities, Board's Comments/Guidance and Applicant's Response

A. Site Planning	
A-1 Responding to Site Characteristics: **Solar Orientation –** The siting of buildings should respond to specific site conditions and opportunities such as non-rectangular lots, location on prominent intersections, unusual topography, significant vegetation and views or other natural features.	Response by the Applicant at the Recommendation Meeting: **Solar Orientation –** The building responds to site characteristics of the long narrow lot, which provides area for a long narrow building. The building steps out from the south façade to allow more units to take advantage of the southern exposure. The highest point of the building is located on the north side of the site, so as not to block the light to the existing apartment building to the south. **Natural Features –** The building is sited nearer to the east property line to enhance the pedestrian experience along Greenwood Ave N. **Topography –** The commercial and residential accesses are located at Greenwood Ave N at existing grade. Vehicle access to the underground parking garage takes advantage of the existing sloping lot conditions.
A-2 Streetscape Compatibility The siting of buildings should acknowledge and reinforce the existing desirable spatial characteristics of the right-of-way.	Response by the Applicant at the Recommendation Meeting: The building is streetscape compatible helping to extent the Greenwood/Phinney Urban concept. The one story brick base reflects the historic commercial design vocabulary established in the urban villiage. Awnings and lighting of the building will provide a safe pedestrian environment protected from the elements.
A-3 Entrances Visible from Street Entries should be clearly identifiable and visible from the street.	Response by the Applicant at the Recommendation Meeting: The entrances to the commercial spaces are located directly on Greenwood Ave N centered on the front façade helping to lacate the entrance. Prominent storfront windows next to the entrance relate to commercial buildings in the neighborhood. The entrance to the residential units will be located at the corner of the building, the next place of prominence.

A-4 Human Activity New development should be sited and designed to encourage human activity on the street.	Response by the Applicant at the Recommendation Meeting: The pedestrian environment has been greatly enhanced by the elimination of vehicular access to the site across the sidewalk, creating a safer sidewalk environment. Broad six-foot wide sidewalks will be provided with landscaping on either side in planting strips. The proposed configuration will mitigate the necessity of moving the power pole which would be safely located in the planting strip. Upgrades to the streetscape will also enhance the quality of the right-of-way.
A-5 Respect for Adjacent Sites Buildings should respect adjacent properties by being located on their sites to minimize disruption of the privacy and outdoor activities of residents in adjacent buildings.	Response by the Applicant at the Recommendation Meeting: The proposed building location respects the privacy and outdoor activities of the adjacent residential lots by its placement of the commercial, furthest from these less intensive zones. The upper stories of the residential units step back way from the alley. The height of the fourth floor roof deck will correspond with the height of the adjacent apartment building. The second floor will step away from the street to align half of the front façade with the apartment as well. The property to the north is used for a parking lot, so the tallest walls face this direction.
A-8 Parking and Vehicle Access Siting should minimize the impact of automobile parking and driveways on the pedestrian environment, adjacent properties and pedestrian safety.	Response by the Applicant at the Recommendation Meeting: The siting of the building further minimizes the impact of automobile parking and driveways on the pedestrian environment. One existing curb cut on N 97th St will be upgraded along with the alley for access to the parking garage located under the building with access from the alley. This access minimizes conflicts between pedestrian sidewalks and vehicular traffic. There is a traffic light at the intersection of N 97th St and Greenwood Ave N further enforcing vehicular safety.
B. Height, Bulk and Scale	
B-1 Height, Bulk and Scale Compatibility Projects should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zone edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones.	Response by the Applicant at the Recommendation Meeting: The building design responds to the neighborhood with materials, height, bulk and scale. The building is placed to engage the commercial use with the streetscape. The one story commercial minimizes the bulk out at the street. Landscaping will be provided on the second floor roof deck to help soften the building for the pedestrian view. The building modulates on all sides, thereby avoiding long blank walls. The building changes materials and colors at all the modulations further helping to break up the mass. At the rear of the building the bulk is situated on the uphill side of the site and steps with the hill. At the front the design steps back to create to definitve modules similar in scale to a residential structure. The gable roof with prominent rake boards relates to the residential character and minimizes the mass to reduce view and light blockage.

C. Architectural Elements and Materials	
C-1 Architectural Context New buildings proposed for existing neighborhoods with a well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings.	Response by the Applicant at the Recommendation Meeting: The building design fits well with the architectural context of the neighborhood. Gable roofs reflect our climate and the residentail structures.
C-4 Exterior Finish Materials Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged.	Response by the Applicant at the Recommendation Meeting: The proposed exterior building materials relate to the brick prevalently used in the Greenwood/Phinney Urban Village and on the buildings located on this block. The split face CMU will add texture, visual interest and pedestrian scale to the entire building. The base continues around three sides of the commercial spaces and entry making the sides of the building interesting for the residential neighbors. The building material for the upper story façade will differ from the base. The banding will help to reduce the scale at the street further softening the building.
D. Pedestrian Environment	
D-2 Blank Walls Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank wall are unavoidable they should receive design treatment to increase pedestrian comfort and interest.	Response by the Applicant at the Recommendation Meeting: Blank walls have been avoided wherever pedestrians would view the building from the street. Window treatment along walls with pedestrian traffic, replicate a residentail scale, in detail and size. The only blank walls are along the property line to the south and north, where due to the proximity of the property line, the code does not allow openings. Visual interest has been created for these area with the building material. Windows with projecting windowsills and frames and decks with railings help to break up the wall surface too. Walls have been broken up into a simplified base, middle, and cap around the entire building. The walls also contain elements of multiple roof levels and roofing materials, and multiple wall plains and wall materials to avoid blank walls.
D-4 Design of Parking Lots Near Sidewalk Parking lots near sidewalks should provide adequate security and lighting, avoid encroachment of vehicles onto the sidewalk, and minimize the visual clutter of parking lot signs and equipment.	Response by the Applicant at the Recommendation Meeting: The parking garage access will be from the alley away from the sidewalk. The building will have security lighting with reduced glare lighting so as not to impact the neighbors. The visual clutter of parking lots will be avoided by enclosing the parking in the basement garage. The back of the builiding will have landscaping as a transition from alley to building.
D-6 Screening of Dumpsters, Utilities and Service Areas Building sites should locate service elements like trash dumpsters, loading docks and mechanical equipment away from the street front where possible. When elements such as dumpsters, utility meters, mechanical units and service areas cannot be located away from the street front, they should be situated and screened from view and should not be located in the pedestrian	Response by the Applicant at the Recommendation Meeting: The design locates the dumpster at the southwest corner of the building for easy garbage truck access. A 6' fence with swing doors will screen the dumpster from the residential views.

right-of-way.	
E. Landscaping	
E-1 Landscaping to Reinforce Design Continuity with Adjacent Sites Where possible, and where there is not another overriding concern, landscaping should reinforce the character of neighboring properties and abutting streetscape.	Response by the Applicant at the Recommendation Meeting: Landscaping on the site will help soften the building with the streetscape. Along the east property line street trees will be added to the new planting strip. The 6' wide sidewalk in front of the entire property will increase pedestrain access. The build-in planters adjacent to the entries, and outdoor seating at the upper levels with container gardens, adds visual interest with a variety of plant materials.
E-2 Landscaping to Enhance the Building and/or Site Landscaping including living plant material, special pavements, trellises, screen walls, planters, site furniture and similar features should be appropriately incorporated into the design to enhance the project.	Response by the Applicant at the Recommendation Meeting: Unique paving pattern are used to delineate the commercial and residential entries.

Departures Summary and Analysis

DEVELOPMENT STANDARD DEPARTURE MATRIX			
Development Standard Requirement	**Request/Proposal**	**Justification**	**Board's Recommendation[1]**
Structure width without modulation; and modulation standards. SMC Table 23.45.001A and 23.45.012D2	Proposed 42 ft building width without code specified modulation standards.	• Building width at street face is 38 ft. Two foot wide side architectural features increase building width to 42 ft. • These architectural features do not meet the code modulation standard; however they meet the code modulation intent, as do the front porches and material changes.	Approval of the design based on *Guidelines—A-1, A-2, A-3, A-4, A-5, A-8, B-1, C-1, C-4, D-2, D-4, D-6, E-1 and E-2*)

Board Recommendations

After considering the proposed design and the projects context, hearing public comment, and reconsidering the previously stated design priorities, the three Design Review Board members agreed that the applicant addressed the design guidance provided in their previous meeting. The Design Review Board **recommends approval** of the design as shown in updated Master Use Permit Plans. *(Based on Guidelines—A-1, A-2, A-3, A-4, A-5, A-8, B-1, C-1, C-4, D-2, D-4, D-6, E-1 and E-2.)*

Analysis & Decision—Design Review

The Director of DPD has reviewed the recommendation of the Design Review Board members present at the Design Review meetings and finds that their guidance is consistent with the City of Seattle Design

[1]http://www.seattle.gov/DCLU/publications/Design_Review_Guidelines/MF_Commercial_1998.pdf

Review Guidelines for multifamily buildings. The Master Use Permit (MUP) plans have been updated to incorporate the Board's recommendation and the requested design departures. The Board recommended that:

- The siting of the building should respond to specific site conditions. The building's southern vertical modulation should take advantage of the solar exposure opportunities available. The proposed siting of the building near the east property line should be retained. *(Guideline A-1)*.
- The siting of the building should acknowledge and reinforce the streetscape characteristics of the Greenwood/Phinney Urban concept. *(Guideline A-2)*.
- The proposed commercial and residential entrances should be retained and designed to encourage human activity on the adjacent street. *(GuidelinesA-3 and A-4)*.
- The building should respect adjacent properties by being located on its site to minimize disruption on private/outdoor activities by residents on the adjacent sites. *(Guideline A-5)*.
- Parking and Vehicle Access siting should minimize the impact of automobile parking and driveways on the pedestrian environment and pedestrian safety. Thus, vehicle access should be limited to the alley adjacent to the western property line. *(Guideline A-8)*.
- The project should be compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and should be sited and designed to provide a sensitive transition to near-by, less-intensive zones. Projects on zoned edges should be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones. *(Guideline B-1)*.
- New buildings proposed for existing neighborhoods with well-defined and desirable character should be compatible with or complement the architectural character and siting pattern of neighboring buildings. *(Guideline C-1)*.
- Building exteriors should be constructed of durable and maintainable materials that are attractive even when viewed up close. Materials that have texture, pattern, or lend themselves to a high quality of detailing are encouraged. *(Guideline C-4)*.
- Buildings should avoid large blank walls facing the street, especially near sidewalks. Where blank wall are unavoidable they should receive design treatment to increase pedestrian comfort and interest. *(Guideline D-2)*.
- The parking garage access should provide adequate security and reduced glare lighting. The back of the building should have transition landscaping to the alley. *(Guideline D-4)*.
- The southwest corner trash/recycle area should be screened from the adjacent residential views. *(Guideline D-6)*.
- Landscaping should enhance the character of the neighboring properties and abutting streetscape. The build-in planters adjacent to the entries, and outdoor seating at the upper levels with container gardens, should add visual interest with a variety of plant materials. *(Guideline E-1)*.
- Landscaping including living plant materials and special pavement features should be appropriately incorporated into the design to enhance the project. *(Guideline E-2)*.

DECISION - DESIGN REVIEW

The Director of DPD accepts the Design Review Board's recommendations and **approves** the proposed design and the requested departures as presented at the February 14, 2005 meeting.

ANALYSIS - SEPA

The initial disclosure of the potential impacts from this project was made in the environmental checklists submitted by the proponent's agent (dated January 7, 2005) and annotated by the Land Use Planner. The information in that checklist, supplemental information submitted by the proponent and the experience of the lead agency with the review of similar projects form the basis for this analysis and decision.

The SEPA Overview Policy (SMC 23.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, certain neighborhood plans, and other policies explicitly referenced may serve as the basis for exercising substantive SEPA authority.

The Overview Policy states, in part *"where City regulations have been adopted to address an environmental impact, it shall be presumed that such regulations are adequate to achieve sufficient mitigation"* subject to some limitations. Thus, only under certain limitations/circumstances, (SMC 25.05.665 D) can mitigation of adverse environmental impacts be considered. Thus, a more detailed discussion of some of the impacts is appropriate and is noted below.

Short -Term Impacts

The following temporary construction-related impacts are expected on this site: temporary soils erosion; increased noise from construction operations and equipment; increased traffic and parking demand from construction personnel; tracking of mud onto adjacent streets by construction vehicles; conflict with normal pedestrian movement adjacent to the site; and consumption of renewable and nonrenewable resources. Due to the temporary nature and limited scope of these impacts, they are not considered significant.

City codes and/or ordinances apply to this proposal. Specifically these are: 1) Grading and Drainage Control Ordinance (storm water runoff, temporary soil erosion, and site excavation) and 2) Street Use Ordinance (tracking of mud onto public streets, and obstruction of rights-of-way during construction).

Air Quality Impacts

Construction on this site will create dust, leading to an increase in the level of suspended air particulates, which could be carried by wind out of the construction area. Compliance with the Street Use Ordinance (SMC 15.22.060) will require the contractors to water the site or use other dust palliative, as necessary, to reduce airborne dust. In addition, compliance with the Puget Sound Clean Air Agency regulations will require activities that produce airborne materials or other pollutant elements to be contained with temporary enclosure. Other potential sources of dust would be soil blowing from uncovered dump trucks and soil carried out of the construction area by vehicle frames and tires; this soil could be deposited on adjacent streets and become airborne.

The Street Use Ordinance also requires the use of tarps to cover the excavation material while in transit, and the clean up of adjacent roadways and sidewalks periodically. Construction traffic and equipment are likely to produce carbon monoxide and other exhaust fumes. Regarding asbestos, Federal Law requires the filing of a Notice of Construction with the Puget Sound Clean Air Agency ("PSCAA") prior to demolition. Thus, as a condition of approval prior to demolition, the proponent will be required to submit a copy of the required notice to PSCAA. If asbestos is present on the site, PSCAA, the

Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

Noise-Related Impacts

The residential units in the vicinity of the proposal will experience increased noise impacts during construction (demolition and excavation). Compliance with the Noise Ordinance (SMC 22.08) is required but is not adequate to mitigate the construction noise impacts on nearby residential uses. Therefore, the proposal is conditioned to limit the hours of construction as described in The Conditions section of this decision.

Streets and Sidewalks

The proposed on-site excavation on this site is controlled by an excavation permit. The Street Use Ordinance includes regulations which mitigate dust, mud, and circulation. Any temporary closure of the sidewalk and/or traffic lane(s) is controlled with a street use permit through the Seattle Department of Transportation (SDOT.) It is the City's policy to minimize or prevent adverse traffic impacts which would undermine the stability, safety, and/or character of a neighborhood or surrounding areas (25.05.675 R).

A construction-phase transportation plan addressing street and sidewalk closures, as well as truck routes and hours of truck traffic, will be required to mitigate impacts between 8:00am to 10:00am and 4:00pm to 6:00pm during demolition and excavation activities.

Construction Parking

During the public comment periods, the public expressed a concern about the availability of on street vehicle parking during construction. During the early stages of construction local residences and visitors of the area will experience a reduced availability of convenient on-street vehicle parking. The increased demand on the nearby streets, associated with the vehicles for construction personnel driving and working at the site, is adequately supplied on the public streets; therefore on-site parking mitigation is not warranted.

Long-Term Impacts

Potential long-term or use impacts anticipated by this project include: increased bulk on the site; increased ambient noise associated with increased human activity and vehicular movement; minor increase in light and glare from exterior lighting, light from windows and from vehicle traffic (headlights); increased traffic and parking demand due to new residents and visitors; increased airborne emissions resulting from additional vehicle traffic; increased demand on public services and utilities; and increased energy consumption. These long-term impacts are not considered significant because they are minor in scope.

Parking[2]

Applicable provisions of the Land Use Code result in a requirement for twenty-two (22) parking spaces for this residential portion of the project. The MUP plans indicate twenty-two (22) residential parking spaces are provided.

[2] The minimum number of off-street parking spaces required for specific uses is set forth in Chart A of SMC 23.54.015.

The occupancy of the residential units could have a parking demand of up to 22 spaces[3]. During the A.M. hours the adjacent streets are utilized by residential/commercial users within the area. Should there be any spillover parking; those vehicles will be accommodated on adjacent streets because the streets are not at full capacity during P.M. hours. Based on the above analysis no unusual parking condition exists that warrants additional parking mitigation under SEPA, therefore, additional parking mitigation is not warranted.

Traffic and Transportation

The Institute of Transportation Engineers (ITE) Trip Generation Manual (7th edition) estimates that multi-family units generate approximately 121 vehicles trips per unit per weekday, with approximately nine (9) trips in the A.M. and eleven (11) trips in the P.M. peak hours. The table below illustrates the proposed trips generation estimates for multi-family and commercial uses:

Trip Generation Estimates			
Proposed Use(s)	AM Peak	PM Peak	Trips per weekday
General Retail sales/services	4	4	115
18 dwelling units	9	11	121
Total	**13**	**15**	**236**

Given the areas street grid capacity and the potential vehicle trips into the outlying areas, no adverse impacts on traffic will occur, thus no SEPA mitigation of traffic impacts is warranted.

Other Impacts

Several codes adopted by the City will appropriately mitigate other long-term adverse impacts created by the proposal. Specifically these are: Grading and Drainage Control Ordinance (storm water runoff from additional site coverage by impervious surface); Puget Sound Air Pollution Control Agency regulations (increased airborne emissions); and the Seattle Energy Code (energy consumption in the long term).

DECISION - SEPA

This decision was made after review by the responsible official on behalf of the lead agency of a completed environmental checklist and other information on file with the responsible department. This constitutes the Threshold Determination and form. The intent of this declaration is to satisfy the requirements of the State Environmental Policy Act (RCW 43.21C), including the requirement to inform the public of agency decisions pursuant to SEPA.

[**X**] Determination of Non-Significance. This proposal has been determined to not have a significant adverse impact upon the environment. An EIS is not required under RCW 43.21C.030 (2) (c).

CONDITIONS – DESIGN REVIEW

Non-Appealable Conditions

1. Any proposed changes to the exterior of the building or the site or must be submitted to DPD for review and approval by Colin R. Vasquez, Senior Land Use Planner, 206-684-5639, or by Vincent T. Lyons, Architect & Design Review Manager, 206-233-3823. Any proposed changes

[3] p. 48, Parking Generation (3rd edition), Institute of Transportation Engineers (ITE).

to the improvements in the public right-of-way must be submitted to DPD and SDOT for review and for final approval by SDOT.

2. Compliance with all images and text on the MUP drawings, design review meeting guidelines and approved design features and elements (including exterior materials, landscaping and ROW improvements) shall be verified by Colin R. Vasquez, Senior Land Use Planner, 206-684-5639, or by Vincent T. Lyons, Architect & Design Review Manager, 206-233-3823 at a Pre-construction meeting. An appointment with the assigned Land Use Planner must be made at least (3) working days in advance of the meeting. The Land Use Planner will determine whether submission of revised plans is required to ensure that compliance has been achieved. Embed updated colored elevation drawing in MUP plans and all subsequent Building Permit Plans.
3. Embed all of these conditions in the cover sheet for the MUP permit and for all subsequent permits including updated MUP plans, and all building permit drawings. Call out on the appropriate plan sheets where and what departures have been granted.

Prior to Issuance of Master Use Permit

Update the Master Use Permit plans to show[4]:

4. That the building's southern vertical modulation takes advantage of the solar exposure opportunities available. That the proposed siting of the building is near to the east property line. And that the siting of the building acknowledges and reinforces the streetscape characteristics of the Greenwood/Phinney Urban concept. *(Guideline A-1 and A-2).*
5. That the proposed commercial and residential entrances are designed to encourage human activity on the adjacent street. *(Guideline A-3 and A-4).*
6. That the building respects the adjacent properties by being located on its site to minimize disruption of the private/outdoor activities of residents on the adjacent sites. *(Guideline A-5).*
7. That parking and vehicle access minimizes the impact of automobile parking and driveways on the pedestrian environment and pedestrian safety. Thus, vehicle access is limited to the alley adjacent to the western property line. *(Guideline A-8).*
8. That the project is compatible with the scale of development anticipated by the applicable Land Use Policies for the surrounding area and is sited and designed to provide a sensitive transition to near-by, less-intensive zones. That the building on the zoned edges will be developed in a manner that creates a step in perceived height, bulk and scale between the anticipated development potential of the adjacent zones. *(Guideline B-1).*
9. That the new buildings proposed for existing neighborhood are well-defined and are of a desirable character that is compatible with or complement the architectural character and siting pattern of neighboring buildings. *(Guideline C-1).*
10. That the building design elements, details, and massing; creates a well-proportioned and unified building form and exhibit an overall architectural concept. *(Guideline C-2).*

[4] Colored drawings to be embedded into the updated MUP plans and all subsequent building permit plan sets.

11. That the building exteriors will be constructed of durable and maintainable materials that are attractive even when viewed up close. That the materials that have texture, pattern, or lend themselves to a high quality of detailing. *(Guideline C-4).*

12. The southwest corner trash/recycle area should be screened from the adjacent residential views. *(Guideline D-6).*

13. That the quantity and type living plan materials, special pavement, screen walls/fences, site furniture and similar features are appropriately incorporated into the design to enhance the project. *(Guideline E-2).*

CONDITIONS – SEPA

Prior to issuance of a Demolition Permit

14. Prior to the commencement of demolition activities, the proponent will be required to submit a copy of the Puget Sound Clean Air Agency (PSCAA) notice of construction. If asbestos is present on the site, PSCAA, the Department of Labor and Industry, and EPA regulations will provide for the safe removal and disposal of asbestos.

15. A construction-phase transportation plan addressing street and sidewalk closures, as well as truck routes and hours of truck traffic, will be required to mitigate impacts between 8:00 a.m. to 10:00 a.m. and 4:00 p.m. to 6:00 p.m. during demolition and excavation activities.

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

16. The applicant will be required to limit the hours of construction activity not conducted entirely within an enclosed structure to non-holiday weekdays between 7:30 a.m. and 6:00 p.m. and on Saturdays between 9:00 a.m. and 6:00 p.m. (Work would not be permitted on the following holidays: New Years Day, Martin Luther King Jr.'s Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Day following Thanksgiving Day and Christmas Day.)

17. Sidewalks along Greenwood Av N shall be closed only as necessary to ensure public safety and as required to complete work within and adjacent of the right-of-way.

18. Comply with the limitations contained in the approved construction-phase transportation plan.

Signature: (signature on file) Date: July 14, 2005

Colin R. Vasquez, Senior Land Use Planner

CRV:rgc
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